

## **KWIA Ad-Hoc Committee on Noise December 1, 2015 Meeting Minutes**

**Meeting called to order by Don DeGraw at 2:00 PM.**

### **ROLL CALL:**

#### **Committee Members in Attendance:**

Sonny Knowles  
Dr. Julie Ann Floyd  
Harvey Wolney  
Amy Kehoe  
Tina Mazzorana, via telephone  
Nick Pontecorvo

#### **Staff and Guests in Attendance:**

Don DeGraw, Monroe County Director of Airports  
Deborah Lagos, DML & Associates  
Jim Gasche, EYW ATCT Manager  
Dottie Harden  
Page Haverty  
Danny Doom, KWBTS  
Ray Blazevic  
John McMahon  
Tom Nelson, KWBTS  
Brian Corbett, KWBTS  
Tom & Robbie Lewis, Golf Course  
Gigi Varnum  
Robert S. Gold, Old Town Homeowners, joined via telephone at 2:37 pm

**A quorum was present.** Don DeGraw chaired the meeting.

### **Review and Approval of Meeting Minutes for the October 6<sup>th</sup>, 2015 Ad Hoc Committee Meetings**

Don DeGraw asked if there were any comments or corrections to the October 6<sup>th</sup>, 2015 minutes. Sonny Knowles made a motion to approve the minutes Amy Kehoe seconded the motion. The minutes were approved as presented.

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### **Discussion of NCP Operational Measures**

The status of the following NCP Operational Measures was discussed:

- Voluntary use of Ground Power Units when time and safety permit
- Continue use of designated aircraft run-up locations
- Voluntary use of intersection departures on Runway 09
- Continue use of a wide variety of flight paths on approach to Runway 09
- Voluntary southerly helicopter arrival and departure tracks
- Adherence to voluntary practices for air tour and aerial advertising flights
- Continue voluntary avoidance of direct flight over Key West by the Sea Condominiums by pilots of air tours and aerial advertising flights
- Continue voluntary use of noise abatement arrival and departure procedures
- Continue voluntary curfew of aircraft activity between 11:00 p.m. and 7:00 a.m.
- Prepare, print, and distribute full color informational inserts in a format that is compatible with the Jeppesen Sanderson manual, which describe all voluntary noise abatement procedures
- Post framed, weatherproof, large scale versions of pilot handout on the airside at the FBO and airline terminal
- Purchase and install lighted airfield information signs to promote use of voluntary noise abatement procedures

Examples of pilot information hand-outs from several airports in Florida were included in the agenda package. Plans for the development of the EYW pilot information materials were discussed. It was agreed that the pilot information materials should be available on the airport's website in a high-resolution PDF format, as well as in a hand-out format compatible with Jeppesen Sanderson manual. Copies will be made available for all airport stakeholders. Deborah hopes to have a first draft completed in time for the next Ad-Hoc meeting. Don mentioned that we will coordinate with the local pilots to review the materials prior to finalization. The materials will have to be reviewed and approved by the FAA and the Navy.

The new NBAA Noise Abatement Procedure was included in the agenda package. It was recently updated, and no longer includes "close-in" and "distant" departure procedures.

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### **Discussion of NCP Implementation Plan**

Deborah reported that a kick-off meeting was held with the FAA in Orlando on November 13<sup>th</sup>. A copy of the agenda package for the meeting was included in the Ad-Hoc Committee's agenda package. Highlights of the discussion are as follows:

- KWBTs Building B will be the first priority for the NIP, along with the four (4) single-family houses located within the DNL 70 dB contour.
- The following schedule was reviewed and confirmed:
  - Year 1 - Design & Bid KWBTs Bldg B & 4 SF houses in DNL 70 dB
  - Year 2 - Construction of KWBTs Bldg B & 4 SF houses
  - Year 3 - Design & Bid KWBTs Bldg C
  - Year 4 - Construction of KWBTs Bldg C
  - Year 5 - Design & Bid KWBTs Bldg A
  - Year 6 - Construction of KWBTs Bldg A
- Because of constraints on local matching funds (from PFCs) the average cost per year was targeted at around \$3 million. However, this average is weighted because the Design & Bid cost is less than the Construction Cost, so, for example, the average of Year 1 and Year 2 is \$3 million per year, even though Year 1 is \$1.5 million and Year 2 is \$4.6 million.
- Costs for implementation of NCP Operational Measures are included in the budget presented to the FAA, as shown on page 26 of the agenda package.
- Noise Testing will be conducted on a sample of each floor plan type, including approximately ten (10) percent of each type. This includes original floor plans, as well as units that have been remodeled with new doors and windows, new HVAC, or both. The units to be tested will be selected from Building B and the portion of Building C that is within the DNL 65 dB noise contour. Testing will likely occur in March 2016.
- Some floor plans may be eligible while others are not. That is not the desire, but it is a possibility. The units least likely to be eligible are those that have already replaced their windows, doors, and HVAC.
- There is no mechanism to reimburse people who have already replaced their window, doors, and/or HVAC. The FAA will not allow it.

There was discussion of the new homes being constructed at the corner of 11<sup>th</sup> Street and Flagler Avenue. They will not be eligible for the NIP, because they are being constructed after the noise contours were published. This is an FAA policy,

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not a local decision. We will try to purchase an aviation easement from the developer, before any homes are sold to individual owners.

### **Other Reports**

#### **Noise Hotline and Contact Log**

There were two calls to the hotline in October, as shown on page 34 of the agenda package. Since residents of KWBTs have learned that they are in the NIP, calls have been less frequent.

Don received an email from residents of a home located on Trinidad that are disturbed by the two early morning departures, one American, one Delta.

#### **Airport Noise Report**

Deborah asked if anyone read any articles of particular interest. The following articles were mentioned: Amy Kehoe mentioned an article on page 38, regarding Boeing getting a patent for a device that converts aircraft noise to electricity.

Page Haverty mentioned the use of active noise control for aircraft noise.

Deborah mentioned that there are a number of articles regarding communities that are upset by aircraft noise resulting from NextGen flight paths. This is FAA's new system for guiding aircraft, which tends to focus aircraft into a narrower corridor, which results in more noise for people living under that narrow path.

### **Discussion of Meeting Dates for 2016**

There was discussion regarding frequency and timing of Ad-Hoc Committee meetings for 2016. Amy Kehoe made a motion, which was seconded by Tina Mazzorana, to hold meetings in February, April, July, and November, on the first Tuesday of those months. The motion passed unanimously, with discussion that emergency meetings could be called if necessary.

Next meeting February 2<sup>nd</sup>, 2016.

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### **Any Other Discussion**

Page Haverty mentioned that aircraft departing to the west (i.e., on Runway 27) are making a sharp right turn quickly after takeoff, which brings them over Garrison Bight at low altitudes. There was additional discussion of this situation, and if there was a way to discourage this. If they could turn a little later, when they are at a higher altitude, which would be better.

There was discussion of helicopter routes, to take them to the south, rather than flying over homes.

Don DeGraw indicated that a PFC Use Application has been submitted to the FAA which includes a project to make some additional pavement at the west end of the runway (that was made available as a result of the EMAS project) available for takeoff for aircraft departing on Runway 09 (i.e., to the east). It will provide an additional 271 feet of runway for takeoff on Runway 09. The term is "Takeoff Run Available" or TORA). Aircraft would turn off the taxiway onto the runway, then back-taxi approximately 271 feet, then turn around, so they will have additional runway length for takeoff. People can go to [EYW.com](http://EYW.com) and leave comments regarding the PFC application.

Harvey Wolney moved to adjourn the meeting. The meeting adjourned at 3:17 p.m.